

The
**International
Teamster**



JULY 1951

Rugged Roman
Highways

Story, Page 15



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The International Teamster



DANIEL J. TOBIN • Editor

THOMAS E. FLYNN • Assistant Editor

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This Month

This month's issue of THE INTERNATIONAL TEAMSTER has an exceptional amount of important material pertaining to the immediate problems of the union.

In addition to General President Tobin's "Timely Remarks," the issue contains a report of the General Executive Board which transacted important business at its recent meeting. The so-called "gypsy" truck problem is subject to new rules of the I.C.C. as described on page 19.

The recent meeting of the Mid States-East Coast Dairy Conference resulted in many constructive reports and addresses. An article on this meeting on page 21 and an address of a management representative on page 25 will provide much constructive information to milk wagon drivers.

The secondary boycott decision of the U.S. Supreme Court is briefly reported in "Labor Decisions," page 11. And the feature of the month is a story on Roman roads, also the subject of the cover illustration.

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Timely Remarks

by DANIEL J. TOBIN

Successful Show

I was up in Chicago for two or three weeks and attended the Union Industries Show, or let us call it the Labor and Business Exposition, at Soldier Field, conducted by the Union Label Trades Department of the American Federation of Labor.

I want to say to our people that I have seen all the exhibitions since they started some few years ago and I have never seen anything better than the show this year. I must congratulate the Joint Council of Chicago for the exhibit of the International Brotherhood of Teamsters. It should be known that the cost of that exhibit was borne by the Chicago Teamsters Joint Council No. 25. I don't know what it cost this year, but Eddie Crumbock told me that last year in Philadelphia the cost was 15 or 20 thousand dollars, and I am sure it cost no less this year; very likely more, because of the increased cost of labor and other expenses.

The Label Trades Department makes very little profit on the show. It merely tries to make expenses. Several large industries had exhibits in the show. Next to the Teamsters, in my judgment, the best exhibit was that of the Bakery Workers, who demonstrated everything done in a modern bakeshop, and they were courteous and made friends with those who were fortunate enough to visit them.

In the Building Trades, nothing was, in my judgment, anywhere near the demonstration of the Bricklayers' International Union. You could see the different kinds of brick and the artistic method in which those bricks were laid in place by young fellows, apprentices serving their time to be competent bricklayers, which they will be one of these days.

I cannot close these comments of the exhibition without referring to the Butcher Workmen and their wonderful demonstration. They showed you the live steer and almost all the processes it goes through before reaching the market. They even handed out

very good steaks at certain hours during the week, free of charge.

All in all, it is my judgment that the exhibition was a success, but the best part of the whole thing was the building of better understanding between the business interests of the nation and the working men and women of our country.

Such exhibitions as I have attempted to describe above are educational, and in addition they bring business and labor closer together, each side striving to create better understandings which will eventually materialize to the success of our entire country, which needs, now more than at any time, unity and understanding and forbearance and patience.

Our Greatest Danger

While I was in Chicago I was asked if I would make a statement over Radio Station WCFL, which is Labor's radio station owned entirely by the Chicago Federation of Labor, of which Bill Lee, one of our members, is president. In order to be helpful I did agree and for 15 or 20 minutes I answered questions put to me, as best I could, by the top announcer. I had no preparation and there was nothing written down. In other words, the statements made were not canned, prepared expressions.

I was asked what I thought of the exhibition. That was simple. I answered it as best I could and stated I was surprised at the multitudes attending the exhibition.

A final question which was asked me was: What did I think was the most serious condition confronting our country at the present time? Did I think it was inflation, where the dollar was melting down to less than 50 cents? Did I believe it was the political disagreements in Washington and the bitter disagreements expressed by both parties which undoubtedly interfered with the morale of our fighting men across the water and undoubtedly gave greater confidence to our enemies?

My answer was that I did not think inflation, political entanglements or anything else were so serious as the question of the monster of Communism which was eating up the whole world outside of our country and one or two other countries; the cancer of Communism which has its roots in Russia, spreading over China, and has even a strong foothold in France, in Italy, in Austria and many other countries in that part of Europe; it even is reaching down into South American countries, which for centuries were extremely religious. Religion is fading out in many countries south of the border and now the

germ of this virus of Communism was even endeavoring to get its seeds planted in England and Canada.

I was asked then by the announcer, "What do you think is the answer?" What did I believe could be done to stop it? Who, in my opinion, is not doing his share? To the very first part of this question I answered, "To stop Communism we must have unity—a determined unity—we must set aside prejudices and political and even financial gains to save our nation." That, in my judgment, was the first step that should be taken by our people. The second step was that we must not leave all of the fighting of this serpent to a government. All classes must join and all classes are not doing their best. Most of the people in every community were slackers when it came to fighting Communism. That goes for banking institutions, for political parties, for the employers' associations of every description, and even it could be said that the churches who were doing most, next to the labor movement, were not delivering their full share necessary to fight Communism.

Of course, in the next statement you are going to say that I am prejudiced, that I am a labor man, that I can only see labor's side. That is not true. It is a fact that I am of the laboring class. I worked and toiled for many years almost as a slave, but I think I have done my share to defend honest employers and to fight for what is commonly called free enterprise, based on justice to all.

All my life I have been against radical socialism. The socialism of Karl Marx, upon which was based the doctrine of Communism. But where do we go from there?

Must Strive for Fairness

All my life I have been trying to instill into the minds of labor and capital that we must treat each other as if we were on the other side and make allowances for the other fellow, understanding fully that we must educate those that substantially disagree with us, especially when it comes to wages and hours. And we must educate ourselves. It is extremely difficult to try to make the man that has a family believe he has been dealt with justly by his employer, when the worker is not starving but in want and not able to save anything for the rainy day which comes with old age. Meanwhile, the employer shows enormous profits after deducting every kind of an expense which clever lawyers can devise, in order to reduce those profits on paper,

eventually for the purpose of evading taxes, honest taxation, and in an endeavor to prove to the employee that the profits will not warrant an increase in wages. I repeat, under those circumstances it is difficult to make men believe they have been treated fairly.

In summing up, I said Communism is the danger confronting the nation and the world of today. In my judgment, if it continues to succeed it will destroy both capital and honest God-fearing labor.

Selfish Men

While I was in Chicago, Charles Wilson, the head of the Wage Stabilization Board, addressed a luncheon of business men from all walks of life, from every business in and around Chicago. The theme of his subject was, "We must stabilize the cost of living and we first must stabilize wages, but you men here must make up your minds to reduce your profits and come down to earth."

Where Is the Blame?

He blamed labor and mildly blamed business for this so-called deathly disease which is called inflation. Inflation, in simple language, means reducing the purchasing power of the dollar. The dollar, instead of being worth 100 cents, as it used to be, is now worth around 50 cents. The suit of clothes that we used to buy for around \$30 now costs us about \$60 for the same suit, perhaps not as good material. That is inflation. When mother goes to the chain store and pays around a dollar for a pound of round steak that her father and mother used to buy for around 20 cents a pound, that is inflation; and the employing class of the nation as well as the financial giants of Wall Street fear inflation more than they fear Communism. This is pure, inexcusable ignorance. The dollar to them is God. There used to be an old saying of a soldier something like this: "Death before dishonor."

The employers of labor today—not all of them, of course—combined with the bankers and the wealthy classes, say "Give us dollars, even if you give us death."

I happened to meet one of those present at the luncheon for Mr. Wilson and I said: "Well, Mr. Wilson is a very shrewd business man or he would not be the head of the great corporation which he represents." This man to whom I was speaking has done considerable business in the purchase of motors, small motors, with General Electric and

Mr. Wilson. I said to this man, with whom I had dinner later on, "Did you buy a good deal of your equipment from General Electric?" He said yes. I asked him what he was paying now and he said he now pays \$12 for the little motor that he used to buy for \$1. I said to him further, "Mr. Wilson referred to the farmers and all the other business men, but he never mentioned that they have quadrupled their profits at General Electric within the last fifteen years. Another point which, in a mild way, is an endeavor to prove what employers are doing or not doing to stifle Communism."

A Strange Policy

A number of rich American corporations have in their employment left-wingers who, if they could, would destroy these corporations. These companies give us the answer that under the Taft-Hartley Law they cannot discharge them because they are Communists or they cannot force them into any union, under the Taft-Hartley Law, and they have to employ them even, they say, if they do not belong to a union. And they give you all the other excuses, among them that those people have brains needed by such corporations. What an outrageous insult it is to the American people to say that we have to hire Communists to get the work done. This is the form of dollar-made Americanism that we find in many places in big business, while the trade union movement, in most instances, bars Communists as it bars murderous gunmen and racketeers, wherever they have the proof of such people being in its unions.

The International Brotherhood of Teamsters has it written into the constitution that no Communist can be a member. If he denies that he is one, and after a fair trial it is proven from his actions and expressions that he is a Communist, he is expelled and he can take the International Brotherhood into court if he desires to do so. The Brotherhood will pay all the expenses of courts and lawyers to prove that its actions are justified in keeping out Communists, not only for the preservation of the Teamsters' Union but for the preservation of the United States.

The "Kiss of Death"?

A story carried by the United Press recently stated that the National Association of Manufacturers made a statement which, in substance, was that President Truman was endeavoring to establish economic controls comparable to those exercised by

foreign dictators. President William H. Ruffin, of the N. A. M., said wage and price controls will not halt inflation. Well, this ought to be a boost for President Truman.

In all my long career as a labor official I have never known when the N. A. M. ever said one word in favor of a Democratic President of the United States. I am quite sure that whoever gets the Republican nomination next year will be seriously injured by the backing and the statements of the National Association of Manufacturers.

Dealing with the subject of price controls or inflation, there is one way to stop that, and that is to stop or peg the enormous profits made by members of the National Association of Manufacturers. The more they make, the more they want, and if Mr. Ruffin had his way he would cut wages, destroy unions and do everything else possible, if he had the power, in order to further increase the enormous profits of some of the members of the above-named Association.

President Truman gets help from where he least expects it.

Willkie Campaign Recalled

During the campaign of Mr. Willkie a very strong labor man came out and made a speech for him and appealed to the workers of the nation in behalf of Mr. Willkie. The speech really disturbed, for the moment, those in charge of the Roosevelt campaign. Willkie was a strong candidate and no doubt would have made a great President of the United States. This writer was delivering an address that night in Chicago when the labor official talked for Willkie. My talk was broadcast in behalf of Roosevelt. A few days later I returned to Pittsburgh and I answered the Willkie labor booster. Then I went on to New York to the headquarters of the Democratic National Labor Campaign headquarters, in the Biltmore Hotel. I ran into some of the Republican leaders who were making a great fight for Willkie. I said to them, "Well, you have got us somewhat disturbed because of that labor leader's address a few nights ago, which was broadcast throughout the nation." This leader of the Willkie campaign paused and looked at me for a moment and he answered, "Dan, don't you know it was the kiss of death?"

Could it be that Mr. Ruffin, referred to above, might be giving the Republican candidate, whoever he might be, "the kiss of death," by nailing President Truman as he has done?

Settle Petty Grievances

The last meeting of the General Executive Board, held in Chicago, was a very interesting meeting in many ways. We had more grievances and appeals before the General Executive Board than we have ever had in our history. This, in a way, is not surprising because the membership has increased considerably, but the weak spot in the whole thing is that in some districts local business agents and local unions don't seem to have either the strategy, courage or ability to settle grievances amongst themselves.

A local union has the right to appeal from the decision of a Joint Council to the General Executive Board, but most local unions should settle their petty grievances amongst themselves.

For instance, we had an appeal from a certain district in Northern New York over jurisdiction which involved eight or nine members. This dispute arose between two local unions of the International. The International was forced to go to the expense of sending a committee of three International Organizers in there to hear the case. This cost the International over a thousand dollars. The case was so insignificant that it is almost impossible to believe that the men representing those local unions are competent or able to handle the affairs of the unions they represent, and their employers. The International investigating committee made a report on which the Board, because of the contentions acted upon, made no decision, and the General Executive Board decided to send a special representative from Chicago to further investigate this penny-ante jurisdictional dispute. This is only one sample. We have other samples coming from other places which are just as senseless.

Sometimes, we believe, the boys at home are desirous of appealing in order to get an opportunity of making a trip at the expense of their locals to the meeting of the General Executive Board. This is not true except in very, very rare instances, and the General Executive Board fully understands where such tactics might at any time be practiced.

With over two-thirds of our total membership west of Cleveland, we have very few cases or appeals to the General Executive Board from our local unions west of the Rocky Mountains and we have had only one appeal in recent years from the decisions reached by Joint Councils or any decision reached and recommended by International Representatives.

Sometimes we try to analyze this condition and

we cannot reach a final answer. Is it because our Eastern States are, in many instances, old-time local unions? Is it that their representatives have not got as much brains, strategy or diplomacy, or whatever you want to call it, as the representatives in the Middle West or the Far West? I cannot believe this. Maybe they are extremely technical, which is not good.

In the Joint Council of Chicago there are represented over 100,000 members of the International Union and at the last extremely busy session we did not have one appeal from any local union connected with that Joint Council or from any local union in the State of Illinois before the International Board. Moral—If you are brainy and clever enough to settle with your employers, then settle your disputes with each other.

Remember, my friends, who are representing local unions, that you have the right to appeal in a dispute, especially on jurisdiction, to the Joint Council. Remember, also, that you have the right, under the Constitution, to appeal from either side from the decision of the Joint Council to the International Executive Board and in the case of where a local union is involved you can appeal to the International Convention; but remember also that you should have brains and courage enough to abide by the decisions of the tribunals within your district without going to the International except in extreme cases that may be too big for the Local Joint Council to fully evaluate, and there are very few such cases.

There is no more liberal Constitution of any labor union in the world than that of the International Brotherhood of Teamsters, but the privileges and guarantees of that Constitution should not be abused. When we find at every Board meeting certain representatives and certain local unions coming before the Board, we sometimes begin to think amongst ourselves, because we too are human, that it is mainly due to the inability of the officers to demonstrate the intelligence which they should have in settling their own disputes. In other words, we feel that there are a few instances in the labor movement, as in every other institution, where there are some people who will argue, for the sake of arguing, with a signpost showing the distance to town.

A Leader Passes

I am sorry to announce the death of Vice-President Weizenecker of Cincinnati, who passed away Sunday, June 3, 1951.

About ten days before I had dinner with Vice-

President Weizenecker in Chicago and he seemed to enjoy the festivities very much. The dinner was in honor of Sandy O'Brien, who was being given a farewell party by the Joint Council of Chicago.

After the dinner was over Brother Weizenecker, who was attending a meeting of our General Executive Board, advised me that he was going into the hospital on his return to Cincinnati, his home town. He did not think there was anything seriously wrong with him. He had a few slight attacks from what the doctors believed was gall-bladder trouble. He seemed to be of good courage and very proud of his International Union. When the surgeons operated, however, they found something more serious than they expected. He did not come back alive.

I most sincerely say that I will miss him. He was about one of the oldest members in Cincinnati. I remember very well a hot Sunday afternoon when I initiated him into what was then a general organization of Teamsters. He had been a laundry driver. Eventually we organized the laundry drivers with his aid and assistance and he became the selected head of that organization, and from out of nothing he built up one of the most progressive, law-abiding and successful local unions in Cincinnati. It is only half stating the facts to say that he quadrupled the wages of the drivers and helpers engaged in that kind of labor over a period of the last 30 years. The laundry drivers, I believe, own their own office building and they have substantial bank deposits and other investments. While great credit is due to many others in that local union, most of the credit belongs to Frank Weizenecker.

I only had appointed him to the General Executive Board about two years ago and in those meetings which he attended since, he proved he was brainy, helpful, constructive, courageous, experienced and always an unselfish trade union official.

The International Union will miss him, and I personally will be lonesome without him, and to his family we extend our sincere sympathy and condolences. Sorrow and grief cannot bring him back to us or to Cincinnati. We will have to get along without him, but we truthfully say that while on earth he did the work of a real American and an honorable trade unionist. He is a loss to his loving family and a loss to the International Brotherhood of Teamsters.

I attended the funeral of Vice-President Weizenecker. There was a large attendance of very close friends. Nearly every business agent of our unions in and around Cincinnati and their families were present.

The flowers coming from friends at a distance, as the only method of showing their love for Brother Weizenecker and his family, were numerous. It seems a pity to see the plot of land covered with those beautiful flowers and laying there to die in a day or two. I repeat, it was the only method of expression and high regard from the close friends and pals of Brother Frank Weizenecker.

He is gone after rendering 35 years of service to the Teamsters Union, and especially to the laundry drivers which he organized and which he guided for many years. He will not be soon forgotten.

Teamsters' Union Wins Thanks Of the American Red Cross



The certificate above has been awarded the Teamsters' Union in recognition of its efforts in behalf of the American Red Cross fund-raising campaigns.

In the Journal and in the meetings of local unions, Teamsters have urged the membership to support the Red Cross drives. The nation's professional drivers are more aware of the great humanitarian work of the Red Cross than are most Americans, because they often have opportunities to witness that work firsthand.

The International Union is proud of this certificate of award, because it is another tribute to the spirit of generosity and kindness typical of the nation's Teamsters.

THE INTERNATIONAL TEAMSTER is aware of the comfort and aid rendered millions each year by the Red Cross and will continue to give all possible support to the annual appeals for funds to help relieve suffering and grief.

General Executive Board Meets

THE meeting of the General Executive Board was called to order at 10 a. m. on Monday, May 21, 1951, by General President Tobin. All members of the Board were present at each day's session with the exception of Vice Presidents Michael J. Cashal and John J. Conlin.

General President Tobin read a proposed agreement dated May 14, 1951, between the International Brotherhood of Teamsters, the United Brotherhood of Carpenters and Joiners of America and the International Union of Operating Engineers, wherein it was agreed that none of these three organizations would enter into any agreement with the International Association of Machinists covering work that had been granted to any of the three agreeing organizations by the American Federation of Labor and the Building and Construction Trades Department without the consent of the agreeing three International Unions. General President Tobin requested that the Board express either its approval or disapproval of this proposed agreement and his signing the same for and on behalf of the International Brotherhood.

The agreement was unanimously approved, as was the signing and execution of the same by the General President.

General President Tobin advised the members of the Board that the American Federation of Labor Union Industry Show was presently being held at Soldier Field, Chicago, Ill. He stated that this year's exhibition far exceeds those of previous years and that Mr. Raymond F. Leheney, who is in direct charge of the show, deserves great credit for the magnificent job he has done and is doing. It was decided that the officers and members of the General Executive Board would

Broad Range of Subjects, Problems Considered By Members at Regular Session; Report Heard On Status of Headquarters Building, ICC Litigation

attend this great exhibition on Wednesday afternoon, May 23, 1951.

* * *

Frank Tobin submitted a report for and on behalf of the Building Committee of the International Brotherhood. He stated that he had been in recent consultation with representatives of the architectural firm engaged by the International Brotherhood and had been advised by them that the time still was not opportune to begin construction of the proposed new office building of the International in Washington, D. C.

He also stated that conditions, as reported by him at the last meeting of the General Executive Board, had not changed materially but that, if anything, critical materials needed for construction were even more scarce at this time than at the time of his last report. He stated that, because of general economic conditions, due to our Nation's concentration on preparation for the eventuality of a World War, it was impossible at this time to predict when the construction of the proposed office building should be commenced.

Frank Tobin also reported on the status of litigation before the Interstate Commerce Commission involving leasing practices in the trucking industry. He advised that the full Interstate Commerce Commission on May 8, 1951, reversed the decision of a panel of that Commission (which panel had rejected all of the International Brotherhood's proposals) and, in the main, upheld the contentions of the Brotherhood with respect to leasing practices and

certain types of payments made by trucking concerns to drivers of trucks.

The decision of the Interstate Commerce Commission, according to Frank Tobin, eliminates trip leasing and requires that leases, in the future, must be of at least sixty days' duration. Payment of a percentage of revenue by trucking companies to operators of trucks is eliminated by this decision.

The decision of the Interstate Commerce Commission, however, does not require that an operator of a truck be placed on the payroll of the carrier, and household movers are exempted, by the decision, from the prohibitions of trip leasing and payment of a percentage of revenue. The decision of the Interstate Commerce Commission is to take effect on November 8, 1951.

He also reported that, while the International Brotherhood was not successful in preventing the reappointment of Commissioner Rogers to the Interstate Commerce Commission, he was convinced that the very excellent presentation before the Interstate Commerce Committee of the United States Senate of the International Brotherhood's opposition to the Rogers' appointment was responsible, in a large part, for the decision of the full Interstate Commerce Commission reversing the 100 per cent unfavorable decision of its panel.

* * *

Vice President Beck observed that, while the decision shows that the International has made some progress, it has, actually, made but a start in the direction of securing

fair treatment by the Interstate Commerce Commission. He pointed out that the fight for fair and equal treatment will be long and progress will be slow. He stated that the International must, at all times, be alert to preserve the gains made and militant to secure further advances.

* * *

The case of Local Union No. 404, Chauffeurs, Teamsters and Helpers, Springfield, Mass., was open for consideration concerning the payment by Local Union No. 404 to the New England Conference of Teamsters of per capita tax claimed to be due and owing the Conference by Local Union No. 404.

The matter was fully discussed, both sides being heard, and the General Executive Board unanimously decided that Local Union No. 404 of Springfield, Mass., be ordered to pay to the New England Conference of Teamsters, the per capita tax in dispute and that this tax due the Conference be paid by Local Union No. 404 upon receipt of this decision and action of the Board.

* * *

At the last meeting of the Board, knowing that our General Convention of the International was scheduled for next year sometime in the fall of 1952, the General President appointed a committee of three to look into the convention cities and begin at once to make preparations. A convention as large as the Teamsters would produce 2,000 delegates and perhaps 1,000 visitors, such as the wives and members of the family of the delegates, therefore, the organization cannot wait until the last days before the convention. Vice President Beck reported that consideration had been given to a number of cities and it was found there were only two or three cities in the country that could guarantee rooms sufficient to take care of us. First it was Atlantic City that would guarantee rooms after the first weeks in October.

Next it was Miami which would guarantee us rooms and a hall in September; and next there was Los Angeles which seemed to offer the best inducements at this time, owing to the fact that several new hotels, especially the Statler, are under construction and will be perhaps ready for occupancy at the time of our convention which will be some time around the middle of October 1952.

The Board received the report as progressive and instructed the committee to keep on working and have a further report ready as soon as possible.

As soon as further information is received from the committee it will be reported through the columns of the Journal.

* * *

Secretary-Treasurer English reported on the necessity of changing some of our presently held Government Bonds for a new issue of Bonds and it was necessary for the General Executive Board to authorize the General President and General Secretary-Treasurer to make the necessary signatures in order to bring about the transfer. We are now receiving 2½ per cent and the new bond will pay us 2¾ per cent on most of our Government Bonds. The General Executive Board adopted a resolution giving power to the General President and the General Secretary-Treasurer to make the necessary transfer and to buy, sell and transfer United States Bonds registered in the Name of the International Union.

* * *

The General President read a part of a report of Senator Kefauver's Committee who were investigating organized crime in Interstate Commerce. This part of the report of this committee was quite surprising to many of our members. The report stated plainly that some hoodlums closely connected with the underworld, were moving, under

cover, in some instances, in the trucking business.

* * *

The General President had requested the presence of the officers of Milk Wagon Drivers and Dairy Employees Local Union No. 602 of New York City, because of a complaint made by the Borden Farm Products against actions of the local union and some of its members. There appeared before the Board Samuel S. Gelman, secretary-treasurer, and Jim Kerr, business representative of Local No. 602, who explained the circumstances leading up to this complaint.

* * *

An invitation was extended by Brother Ray Schoessling to the General Executive Board to attend ceremonies conducted by Joint Council 25 in honor of Vice President John T. O'Brien of Local Union No. 710 who was chosen to be a representative of labor, selected by the Government, to the ILO meeting to be held in Geneva. The Board accepted the invitation and tendered its thanks to the representatives of the Joint Council.

* * *

The General Executive Board was advised that the appeal of Local Union No. 453, Teamsters, Chauffeurs, Warehousemen and Helpers, Cumberland, Md., from the decision of Joint Council No. 40, relative to W. N. Swiggett, had been withdrawn by Local Union No. 453. The withdrawal of this appeal was approved by the General Executive Board.

* * *

The General Executive Board was advised that the jurisdictional dispute between Local Union No. 863, Commission, Butter and Egg Drivers and Porters, Newark, N. J., Local Union No. 560, Chauffeurs, Teamsters, Warehousemen and Helpers, Hoboken, N. J., and Local

Union No. 641, Merchandise Drivers, Jersey City, N. J., was settled by those in disagreement. The settlement was approved by the General Executive Board.

* * *

The General Executive Board was advised that in the appeals of Robert C. Watkins and Thomas A. Dargan, from the decisions of Local Union No. 128, Taxi Cab Drivers, Pittsburgh, Pa., and Joint Council No. 40, Pittsburgh, Pa., a grievance committee had been appointed but that, upon advice of Attorney Woll, hearings on these appeals by that committee had been postponed pending a determination of the case of a lawsuit now before the Courts in Pennsylvania.

* * *

General Organizer James R. Ruehl who was appointed by the General Executive Board as a Trustee over the affairs of Local Union No. 641, Merchandise Drivers, Jersey City, N. J., reported on the conditions existing in that local at the present time.

The General Executive Board voted unanimously to continue the Trusteeship over the affairs of Local Union No. 641.

* * *

In the case of Local Union No. 729, General Teamsters, East St. Louis, Ill., Local Union No. 688, Warehouse and Distribution Workers, St. Louis, Mo., and Local Union No. 600, Truck Drivers and Helpers, Oil and Gasoline Drivers, St. Louis, Mo., dealing with the dispute with the Columbia Terminals, a report was submitted to the General Executive Board by a committee of three appointed by the General President, to look into this matter. The Committee made a recommendation which was unanimously adopted by the General Executive Board. In the judgment of the General Executive Board, this dispute was not seriously important.

Frank Tobin advised the members of the General Executive Board regarding the transmittal of a letter to Mr. Clark Kerr, vice chairman of the Wage Stabilization Board, advising Mr. Kerr that the International Brotherhood of Teamsters and American Trucking Associations have agreed to and are desirous of re-establishing the Trucking Commission which functioned so successfully during the War Labor Board days. The purpose of the establishment of the Trucking Commission is so that our unions can sit down with their employers and try to adjust their own disputes and grievances, especially on wages and hours, without having to go in before the Wage Stabilization Board which is now swamped with cases. There are more Teamsters' cases before that Board now than all the other unions put together. This is due to the fact that we have so many different branches of our craft, so many different trades, and our agreements do not run for more than two years and in many instances only one year.

We are hopeful that the Wage Stabilization Board will see the necessity of granting us our request, which was initiated by our employers, towards establishing a separate Commission to take care of our disputes and thereby relieve the Wage Stabilization Board.

It must also be understood by our membership that even though we reach an agreement with our employers we must go to the Wage Stabilization Board for information and approval of said agreement.

* * *

In a case coming in from Toledo, Ohio, dealing with a Federal Union which desires a Teamsters' charter on the grounds that this Federal Union's membership comes under our jurisdiction, to which some objections were offered as to the granting of a charter by Joint Council No. 44 of Toledo, Ohio, the decision of the Board was that the general officials send in someone to

make an investigation and after the recommendation of that investigator that the general office be empowered and ordered to grant or deny the charter to this Federal Union.

* * *

A report on the Retirement and Family Protection Plan and the recommendation of some amendments to the plan was made by Vice President Beck. It was recommended that these amendments be made and adopted by the Board in order to comply with the laws and especially the United States Bureau of Internal Revenue. The amendments were properly drawn by our attorneys and approved and the recommendations adopted.

* * *

The next matter before the Board was a complaint by several of our people, especially from Newark and Jersey City, against the Longshoremen's Organization in that district who were endeavoring to encroach on our work of loading and unloading and warehousing. There appeared, also, on this subject matter, representatives of Local Union No. 807, who added considerable information to the discussion. Brother Leo Carlin appeared in behalf of Local Union No. 478.

* * *

The next case before the Board was the jurisdictional dispute between Local Union No. 688, Warehouse and Distribution Workers, St. Louis, Mo., and Local Union No. 658, Railway Express Chauffeurs and Helpers, Commission House and Poultry Chauffeurs and Handlers, St. Louis, Mo. A committee had been appointed, in accordance with our Constitution, to go into this matter and report back to the General Executive Board. The committee made its report that the jurisdiction be granted to Local Union No. 688 and the membership involved be transferred to Local Union No. 688. The report and

recommendation of the committee was unanimously approved and adopted and made the decision of the General Executive Board.

* * *

In the jurisdictional dispute between Local Union No. 669, Bakery, Laundry & Beverage Drivers, Albany, N. Y., and Local Union No. 182, Teamsters, Chauffeurs, Warehousemen and Helpers, Utica, N. Y., concerning the Hathaway Baking Company employees of Yosts, N. Y., the General Executive Board decided that all employees working for the Hathaway Company at Yosts, N. Y., and properly coming within the jurisdiction of the International Brotherhood of Teamsters, shall be the jurisdiction of Local No. 669 of Albany, N. Y.; that any members of Local No. 182 now employed at Yosts, including salesmen and others operating routes out of Yosts, regardless of territories covered by such routes, shall be transferred to Local No. 669, within 90 days of the date of the notification of the decision.

* * *

The appeal of John Beilstein from the decision of Joint Council No. 40, upholding the decision of Local Union No. 249, General Teamsters, Chauffeurs and Helpers, Pittsburgh, Pa., relative to Beilstein's seniority status at the Pennsylvania Truck Lines, Pittsburgh, Pa., was heard. The General Executive Board unanimously upheld the decision of Joint Council No. 40, upholding the decision of Local Union No. 249.

* * *

The appeals of George Tasillo and Henry Martin from a decision of Joint Council No. 64, Hartford, Conn., were discussed and considered. The General Executive Board unanimously decided that the decision of Joint Council No. 64 be set aside. The General Executive Board, further decided, however,

that the appellants be instructed to conduct themselves in a proper manner at meetings, and if there are any questions they desire answered pertaining to contract articles, or other union business, they are to follow the proper procedure set forth in accordance with the working agreement, Constitution and By-laws; and that the appellants be further instructed to refrain from distributing circulars relative to questions which shall be answered, as set forth above.

* * *

The appeals of Daniel DeLapo, John Ferrara and Anthony Forconi, from the decisions of Local Union No. 433, Taxicab Drivers, Trenton, N. J., and Joint Council No. 73, Newark, N. J., were discussed and considered. The General Executive Board decided that the penalties invoked by Local No. 433 against Daniel DeLapo, John Ferrara and Anthony Forconi shall be set aside; the appellants, if they desire to work at the craft, shall be reinstated into Local No. 433, at the request of each appellant; the appellants shall not be permitted to hold office in the Local Union, or act on any committees for a period of three years from April 25, 1951.

* * *

The appeal of W. E. Black from the decision of Chauffeurs, Teamsters and Helpers, Local Union No. 391, High Point, N. C., concerning seniority rights with the Associated Transport, Inc., was discussed and considered. The General Executive Board decided the decision of the Executive Board of Local Union

No. 391 be sustained and that Black's seniority date with Associated Transport, Inc., remain as of September 7, 1939.

* * *

The appeals of Edgar Martin, H. G. Stubblefield, Johnnie Stephenson, D. L. Raynor, G. R. Hall and J. F. Averette, from the decision of the Executive Board of Local Union No. 391, Chauffeurs, Teamsters and Helpers, High Point, N. C., concerning seniority rights with Associated Transport, Inc., were discussed and considered. The General Executive Board unanimously decided that the decision of the Executive Board of Local Union No. 391 be sustained and that the appellant's seniority date with Associated Transport, Inc., remain as of the date they ceased to be owner-operators and began driving company-owned equipment.

* * *

The appeal of David Gerald Nyhan of Chauffeurs Local Union No. 265, San Francisco, Calif., from the decision of Joint Council No. 7, San Francisco, Calif., upholding the decision of Local Union No. 265 was discussed and considered. The General Executive Board unanimously decided that the decision of Joint Council No. 7 be sustained.

* * *

At the end of the fourth day in continuous session, the General Executive Board, adjourned, to meet again when called by the General President.

* * *

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Donald Wilson, General President *John A. Campbell, Local Union Treasurer*

LABOR DECISIONS

THE INTERNATIONAL TEAMSTER, in reporting decisions of the National Labor Relations Board, state and Federal courts, is providing the membership with general information. These data are not to be taken as legal advice, but merely factual reports on cases involving labor.

Supreme Court Upholds NLRB on Secondary Boycott Doctrine

The National Labor Relations Board has been upheld by the United States Supreme Court in its interpretation of the secondary boycott clause of the Taft-Hartley Act. The high court ruled on four cases on its final decision day, June 4, before its long summer recess. The cases involved chiefly construction cases although in one of the four an International Brotherhood of Teamsters local was involved. In the other three cases, the unions concerned were the Electrical Workers, Carpenters, and the Denver Building Trades Council.

1. The Teamster case concerned a Kaplan, La., rice mill. The question raised was: does picketing and attempts to dissuade a customer or third party from patronizing an employer violate the secondary boycott prohibition? The NLRB examiner thought the Teamster pickets were in violation of the secondary boycott provision of the act, but the entire Board reversed him and the case went to the Court of Appeals which in turn agreed with the examiner and reversed the NLRB. When the case went to the Supreme Court, the high tribunal agreed with the NLRB decision and reversed the Court of Appeals, thereby deciding the pickets were not violating the secondary boycott section.

The case turned on the action of the pickets. Was it *concerted* action? The Court thought that efforts against two neutral drivers was not concerted action. The court

said that there was no evidence of concerted action and hence the Teamsters were not guilty of an unfair labor practices.

2. The Denver Building and Construction Trades Council involved a general contractor (Doose & Lintner) who used union labor and a subcontractor (Gould & Preisner) who did not. The job was picketed by the council and all employees except the non-union men from Gould & Preisner quit. The effort was to bring pressure on the general contractor to hire only union help. The action succeeded, for the general contractor got rid of the non-union subcontract workmen and the subcontractor sought action against the council which went up to the Supreme Court on appeal.

The council claimed it was engaged in a primary dispute against the general contractor to compel him to employ only union help on the whole job. The Court thought otherwise and said:

"If there had been no contract between Doose & Lintner and Gould & Preisner, there might be substance to their contention that their dispute involved no boycott . . . However, the existence of the Gould & Preisner subcontract presented a materially different situation. The only way the Respondents (labor unions) could attain their purpose was to force Gould & Preisner itself off the job. This, in turn, could be only through Doose & Lintner's termination of Gould & Preisner's subcontract. The result is that the

Council's strike, in order to attain its ultimate purpose, must have included among its objects that of forcing Doose & Lintner to terminate the subcontract . . . We hold that a strike with such an object is an unfair labor practice . . ."

Three justices dissented—Reed, Jackson and Douglas. The latter wrote a dissenting opinion in which Justice Reed joined. He said that "All the union asked was that union men not be compelled to work alongside non-union men on the same job."

3. In the Electrical Workers' case there was a similar situation in which an electrical subcontractor was involved. In this case, the union contended that the right of free speech guaranteed by the Constitution as well as the Taft-Hartley Act was involved. The Supreme Court held that the attempt to exercise free speech for an illegal end would not be permitted. Noncoercive speech only is protected.

4. The Carpenters' case was one in which the union sought to compel the general contractor to cease doing business with a subcontractor that supplied the material and laid flooring on a job with nonunion help. The Supreme Court decided against the Carpenters and said:

"As determined in the Denver Case, it is enough that one of the objects of the action complained of was to force Stanley (builder and general contractor) to cancel Watson's (subcontractor) contract. It does not immunize such action from Section 8(b) (4) (A) to show that it also had as an object the enforcement of a rule of the union that its members should not work on a project on which nonunion men were employed. The statute did not require the individual carpenters to remain on this job. It did, however, make it an unfair labor practice for the union or its agent to engage in a strike, as they did here, when an object of doing so was to force the project owner to cancel his installation contract with Watson."

TEAMSTERS NATIONAL CHECKING CAMPAIGN *Gets Results*



Above: A teamster of the old school has his book checked and, at the same time, is getting in a plug for the shop sign, with a kindly bit of help by "Dobbin."



Above: This sign typified spirit of checking campaign. Courtesy was emphasized. "You are requested to have your books checked—Teamsters AFL," the sign reads. Below: Management cooperated greatly in many cases. These trucks of Model Laundry Co., St. Paul, were lined up by employers so dues books could be checked.

PRELIMINARY tabulations of the 1951 Teamster Truck Check indicate that this year's campaign is the most successful one yet held, according to reports from the International Office.

Under instructions sent out to all local unions and joint councils a duplicate check card in the campaign was sent to Fred Tobin of the International's Washington, D. C., office. These cards sent to Mr. Tobin are being checked now and the statistical data is being evaluated.

In addition to the cards which have been received from the field agents and locals, a number of letters have come to the checking office as a matter of additional information. These letters indicate that the procedure set up by the Over-the-Road Conference was followed uniformly throughout the country with an extraordinarily high degree of success.

A special bulletin has been sent to all locals and joint councils by Executive Vice President Dave Beck. All officials are urged to send cards to Fred Tobin's office promptly in order to speed final tabulations. Special attention to the bulletin is especially requested.



Edwin D. Dorsey, secretary, and Melroy Horn, president of the National Automotive Trades Division, used opportunity afforded by checking campaign to put shop card stickers on the windshields of many trucks which they checked.



Above: Connecticut Joint Council 64 went out of way to thank drivers for cooperation.



Above: Another example of driver cooperation as big trucks wait for check.

Left: Joseph Flynn, F. Dykeman and James Burke of Local 597 check Vermont driver.



Right: In Connecticut JC 64 Vice President Fred Roberto directed the drive.

Beck Addresses AMA Meeting

VOLUNTARY methods of health insurance were urged by Executive Vice President Dave Beck in an address before the annual convention of the American Medical Association at Atlantic City, N. J., June 11. Mr. Beck spoke from the convention hall over the coast-to-coast radio network of the American Broadcasting Company. The complete text of the address follows:

One of the most critical problems of our time is adequate medical care for all of our people. The real crux—the heart of the matter is: how can we bring adequate medical care within the economic grasp of our citizens?

That this is the problem few will disagree.

But the road to final solution is not through socializing the medical profession.

Our job as American citizens is to meet this challenge of medical care. We cannot meet it with explosive propaganda aimed at destroying the system of free enterprise in the profession of medicine.

The answer to the problem of medical care will not be found in any political panacea or through the development of a super-bureaucracy. The answer to the problem will be neither simple nor easy, but it will be found within the frame work of our present economic system and our present constitutional safeguards.

Dangerous Trend

The answer as proposed by advocates of Government-controlled medicine is contrary to our economic structure and goes beyond our traditional guarantees. Any system which proposes such modifications in our way of living and doing things would lead to a dangerous socialistic trend and cannot be tolerated. Such a system would destroy our liberty.

Suggests Physicians Push Voluntary

Plans of Health Insurance, Defends Doctors'

Rights to Organize in Protection of Interests

Patrick Henry 175 years ago said that "eternal vigilance is the price of liberty." It is incumbent upon you members of the American Medical Association to be eternally vigilant against panaceas and bureaucracies which would socialize your profession and destroy initiative and freedom not only among your associates today but for generations to come.

Sacrifice and Service

The doctor in America has won his present high place in the hearts and spirits of our people through his study, toil, sacrifice and service.

The long story of medical progress is written in thrilling chapters of service to humanity—by unknown research workers in the laboratories, by general practitioners in city and country, by the specialists and surgeons who devote their skills to the art of healing.

You have earned the respect of your fellow countrymen over and over through the work you have done on Main Street, in our great cities, on the battlefield, in our hospitals and in the classrooms.

The medical profession has grown to its present high estate under our system of democratic freedoms. The opportunity to meet the challenges of disease and death has been taken by the doctors using the weapons of science, truth and skill—all wielded within the framework of a free society. That freedom must be preserved. For in that freedom medicine has grown and will continue to grow if there is no interference with individual initiative. The progress of American medicine must not be blocked by the impediments of an

uncertain and clumsy bureaucracy.

I have seen the experience of State Medicine in other countries. I have traveled abroad extensively in recent years and have had the opportunity to see at first hand the failure of Socialized Medicine. It is my opinion that if the peoples of any country want Socialism or Communism, that is their business and their decision. We don't want either in America!

The answer lies in voluntary medical programs—prepaid medical plans. The only question is: how best can we perfect these programs?

We have made progress—and great progress. There has been an ever-increasing consciousness on the part of the American people of the tremendous value and necessity for maximum protection against unforeseen medical costs which arise out of illness or accident both for the wage earner and for his entire family. That a new national health structure is in evolution few will deny.

Labor Leads Way

There are now more than 72 million people insured under one or another of the prepaid medical plans. Today one of the outstanding jobs in this field is being performed by the labor unions.

Millions of people are covered by welfare plans as a result of labor negotiations during the last two years. An excellent example of this will be found in the Western Conference of Teamsters which includes 11 Western States. Since July, 1950, we have provided medical

(Continued on page 32)

ROMAN ROADS

Twenty Centuries Ago, These Durable Highways, Some Still In Use, Proved Importance of Road Transport to a Nation



THE expression "All roads lead to Rome" was no idle saying 2000 years ago. The road system of the Roman Empire was the most extensive and durable of the ancient world and was designed to knit the empire together through a system of highways radiating from the Eternal City to the far reaches of the empire.

Built to Last

"The Romans built their great roads to last forever," says a French historian and authority on roads of the past. "They were veritable monuments. It is said that their unyielding solidity cannot be approximated by the most carefully built modern works of this type."

Differences of opinion may exist as to the lessons to be learned by modern roadbuilders from the Roman roads. The highway system, however, of the ancient era for many centuries was one of the wonders of the world and laid the basis of a system of communications still in use in parts of the Old World today.

Highways were important to the nation bent on conquest and the holding fast to those territories which it had won. The road system was primarily geared along political and strategic lines to serve the military and political interests of the state.

Communication was established and maintained between Rome

(headquarters) and the field legions in order that supplies, stores and reinforcements might be sent out promptly and efficiently. And conversely, the roads were used over which to return the plunder and taxes from conquered territories.

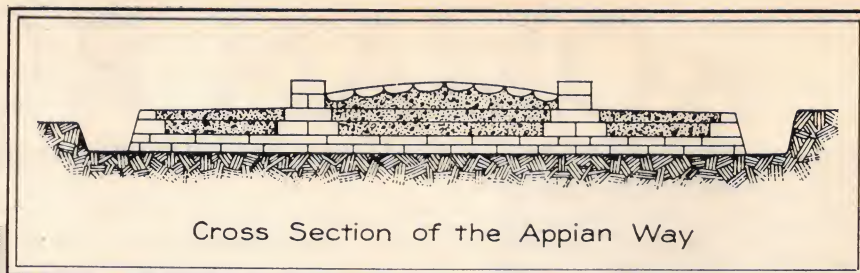
Main Roads

The roads were used as post roads, routes for disseminating news, and for spreading the benefits of Roman civilization to the outlying areas.

These roads covered or connected widely located areas and added up to more than 53,000 Roman miles in 372 main roads. Eleven regions of the Roman Empire were traversed: Italy, Spain, Gaul, Brit-

Right: Diagram shows construction features of Appian Way, called by one engineer most beautiful of the ancient world.

Below: The Appian Way as it looked in 1912, after 2000 years of disintegration. Note that it is still being used.



ish Isles, Illyria, Thrace, Asia Minor, Pontus, the East, Egypt and Africa and these regions were in turn subdivided into 113 provinces.

Top mileage was in Italy which had 13,024 miles. Africa, including Egypt, had nearly 11,000 miles, Asia had 8,500 miles, Gaul more than 9,300 and Spain more than 2,500.

Began in 312 B.C.

This great system of roads began in 312 B.C. and work on the system progressed for centuries—literally until the fall of the Roman Empire in the West in 479 A.D. But the fall of the Empire did not mean the immediate destruction of the roads. So durable were these ancient highways that they served mankind in one way or another in various parts of the system for another 1400 years.

During the Middle Ages, however, the Roman roads were regarded as dangerous and with the rise of the feudal system of knights and lords the very purpose for which the roads were built was used as a reason for their destruction. Just as the roads had provided quick transportation in the past, the people of the feudal period feared that robber bands and conquering armies would use them. This fear led to disuse and neglect and actual destruction of the roads.

In the eighteenth century with the era of turnpikes, the old Roman roads suffered the greatest damage and destruction at the hand of man. The road materials were salvaged for use in building the new turnpikes. And in the British Isles many of the materials were taken for construction purposes.

The roads of Rome were of

many types to serve many purposes. The “via” was a two way road of general utility. An “actus” was a single carriage road four feet wide. The “iter” was a narrow three-foot road for pedestrians and horsemen and the “semita” was a footpath half as wide.

Had a Variety

While these were the principal types of routes the Romans had other roads of utilitarian value—the “callis” a very wide road for stock herds, a “trames” a short-cut or detour and the “ambitus” a road which made the round of houses in an area.

Primary attention was concentrated on the great public ways which were called praetorian, consular or military roads and in the beginning were primarily, if not exclusively, for the armies. The width

rarely exceeded 20 to 23 feet with most of the widths much less.

Roadbuilding was a great honor entrusted to the men of greatest respect and integrity in the state. Of the many roads of Rome, one of the most famous, perhaps the best known, is the Appian Way, named for its builder Appius Claudius, a famous Roman general. This road is called by A. C. Rose, the distinguished engineer-historian of world highways, "The most imposing and most beautiful road which has ever been constructed anywhere in the ancient world." Construction of this road began in 312 B.C. and extended for centuries until it was paved. The 412-mile road connected Rome from Brindisi and was of great strategic value.

Secret of Durability

History is filled with stories of the Roman roads and the importance of their location and operation to the Roman Empire and the Republic. But how were these ancient roads built? What made them so durable?



Workers above are building a "modern" Roman road, part of a reclamation project.

Roadbuilding by the ancients was a thorough-going affair and the extent to which materials and labor were used accounted for the durability and everlasting qualities of the construction.

In a typical first or primary type Roman road the builders ran two parallel furrows with a wheel plow about 40 feet apart. Two parallel trenches were dug to determine the nature of the soil and the depth of





Close-up of stone carriers on the model of the Appian Way built by Bureau of Public Roads of Department of Commerce.

the solid foundation. The earth was removed down to a firm base and then if the base was unsatisfactory, a fill was made in order to provide good bedding—even to the extent of pile-driving.

A course of sand four to six inches thick was spread or mortar made of lime was used as bedding or the "pavimentum." The first course, called the "statumen," consisted of two layers of flat stones cemented together with mortar. This layer varied in thickness from ten inches to two feet—if the ground was bad. Any kind of stone available was used in this layer.

Roller Packed Layers

The next bed was called the "rudus" and was made of broken stones smaller than those below and was rammed thoroughly down to a thickness of nine inches. On top of this was a third layer called the "nucleus"—cement mortar, often called the "pudding" or "pap." Each layer was compacted with a roller.

Into the fresh-laid mortar was embedded the wearing surface or the "summa crusta." While the nucleau material was the wearing surface for the side roads or the margins, the central roadway, called the "agger" had a heavy durable crust. The top surface was made of hard, wear-resisting stones like silex or flint-like lava. This stone was placed in pentagons, hexagons or irregular polygons—five, six

or many-sided rock forms from one to three feet in diameter and six inches thick. The top surface was dressed smooth, but the under part was left rough and the joints were so successfully fitted as to be hardly noticeable.

Side curbs were built and projected 15 inches above the surface. At intervals in the roadway mounting stones were placed at the curb to facilitate getting on a horse.

While this is the general scheme for the main roads, less important roads did not receive the thorough attention of the main viae. Over these main roads travelled the Roman chariots (two-wheeled usually), family coach, freight wagons and of course all the general implements of war and stores and supplies for war and conquest. The Romans had a wide variety of vehicles, ranging from light, fast chariots to the "chamulchus"—a kind of heavy dray used to transport heavy loads such as column blocks of marble and obelisks—heavy hauling at its heaviest of the ancient world.



A close view of cement roller on the Appian Way model. Side curb is at far left.

The heavy freight service of the days of the Romans might be said to have provided the Teamster service of those ancient days. There was a two-fold heavy duty job to be done: the express service with carts and military ordnance and the heavier type of hauling which might be called logistical support.

Provisions, including food for the legionnaires and draft animals and chariot horses, had to be con-

tributed for the armies on the march. All of this requisitioning involved collecting, warehousing, and provisioning. All included heavy demands not only on the countryside but on main and feeder roads of the old system as well.

Speculation as to how much it would cost to duplicate the best type of Roman roads leads to differences of estimates. Based on researches into the type of labor and materials in the roads, Historian Rose estimates that as of 1926 price level the cost of duplicating the Appian Way per mile would be \$300,000. Since the cost of both materials and labor have greatly risen in the last 25 years, the estimates would have to be substantially increased also.

How these ancient roads would stand the pounding given by modern traffic no one really can say. The heavy material used and the great depth of the construction would seem to indicate that the Romans knew the value of heavy construction and were literally building for the ages. Modern

engineers would like to see a true test made of one of the better types of Roman roads with modern highway construction—such a test it is believed by some would establish the necessity of rugged construction for rugged duty. In the meantime, the problems of modern highway burdens is causing engineers to cast an eye once again on the old Roman roads and see what lessons they may have for today.

Teamsters Teach Truckers

ON May 8, 1951, the Interstate Commerce Commission made its final decision in the important "Gypsy" case involving the lease and interchange of vehicles by motor carriers. In brief, the Commission ruled that: (1) a lease between a carrier and a gypsy equipment-owner must give the carrier exclusive possession of the equipment for a minimum period of 30 days, and (2) the lease shall specify the compensation to be paid by the lessee for the rental of the leased equipment and that such compensation shall not be computed on the basis of any percentage or division of the revenue earned by the vehicle during the period of the lease. These rules are in effect after November 8, 1951.

The Commission included the following observations in its report:

"This proceeding has arisen because of a practice which antedates the Motor Carrier Act of 1935, now Part II of the act, and undoubtedly is more prevalent in the motor-carrier industry than in any other field of transportation; i. e., the use of non-owned vehicles in their operations by those holding authority as carriers. To a great extent, the ownership in such cases is vested in individuals who either drive the vehicles or hire others to drive them. In 1947, the Bureau drafted tentative rules governing the practices under consideration, which were offered to representatives of the carriers for criticisms and suggestions. Although there was general agreement that some action should be taken to correct the abuses, the carriers were unable to agree as to the nature of such action.

"The indication that the leasing of equipment is not important to household goods carriers is contradicted by the Household Goods Car-

riers' Bureau, representing some 2,200 such carriers throughout the country, and the Household Goods Carriers' Conference of A. T. A. These organizations represent approximately 80 per cent of the more than 4,000 household goods carriers of the country. As illustrating the importance of leasing to these carriers, in 1947, 46 Class I household goods carriers owned only 30 per cent of the vehicles used, leased 50 per cent of their vehicles, and purchased 20 per cent of their transportation. Of their total revenue mileage, 42 per cent was compiled in leased vehicles and 58 per cent in owned vehicles.

'Not Uncommon'

"The falsification of drivers' logs by owner-operators in order to cover up violations of our safety regulations appears not to be uncommon. This is reflected in the testimony of some 10 witnesses who were either owner-operators or former owner-operators, presented by the Teamsters' Union. About 200,000 of the 1,000,000 members of this union drive vehicles in operations that are subject to our jurisdiction. All of these witnesses had driven for periods in excess of our hours-of-service requirements, ranging from 16 to 76 hours without adequate rest. They almost continuously overload their equipment, deferred necessary repairs because of lack of funds, and drove under extremely bad conditions.

"The owner-operators represented in the proceeding and most of the carriers which utilize their services, particularly under trip leases, generally are in favor of the compensation for the equipment being based on a percentage of the gross revenue derived from the transportation. The preference is based on the alleged

simplicity of the method, and the fact that it has been in vogue almost since the beginning of intercity motor transportation. *We are convinced from the record, however, that the principal reason this method of compensation is used is because the owner-operator quite naturally desires to earn as much as possible with his equipment.* It is contended by carriers opposed to trip leasing, and not contradicted on the record, that the owner-operators prefer to transport truckloads of heavy-loading traffic. Those in favor of regulating the practice charge that carriers operating principally through owner-operators endeavor to avoid less-than-truckload traffic, leaving it to be transported by carriers which own the major part of their equipment. It is further claimed that the carriers which concentrate on truckload traffic and use owner-operators for its transportation, are able to maintain rates which are considered less than compensatory by other carriers. When tendered shipments at rates considered non-compensatory, many of these other carriers engage owner-operators under trip leases to perform the transportation.

"It is clear that the use of owner-operator equipment in any important degree would have a tendency to distort a carrier's operating ratio, in that operating expenses such as maintenance, fuel, and others, are avoided. In making cost studies, and in general revenue cases, in considering operating ratios of a group of motor carriers, the data of carriers which operate principally with leased equipment necessarily are excluded. The fact that wages generally are not segregated in the compensation paid owner-operators makes impossible a correct determination of the labor costs of such carriers. *It would appear difficult for an indi-*

vidual to maintain a single piece of equipment, or a tractor-trailer unit, more economically than a carrier who is able to spread the maintenance cost over a great number of such units.

"One large carrier domiciled in California, in its contracts with owner-operators of tractors, of whom it hires between 60 and 70, refers to them as 'sub-haulers' or 'contractors.' In the contract these owner-operators assume responsibility for \$500 of any actual loss, and the contract provides that the operation of the equipment is at no time under the direction or control of the carrier, and that the driver of the 'contractor's' equipment is not in the carrier's employ. We conclude that the foregoing summary of some of the practices of the authorized carriers in leasing equipment indicates that many of such practices have facilitated violations and evasions of law and of our regulations, and militates against sound regulation of motor carriers.

"The common carriers domiciled in the North, which have rights to serve Florida, either directly or through interchange, lack equipment to transport the perishable commodities on return trips, and apparently are willing to have a good share of the southbound traffic transported under lease by the exempt carriers in order to avoid empty return movements from the South. *Clearly, this is not a healthy condition from the standpoint of regulation. The transportation of general commodities should be performed by authorized carriers.*

"The record is persuasive that the principal inducement which has led to an increased use of leased equipment by authorized carriers is the reduction in the capital investment required and the savings in operating costs. In this connection we observe that carriers which conduct operations entirely, or almost entirely in non-owned equipment, and, more particularly, in equipment rented on the basis of a percentage of the revenue earned with the

equipment, are in an extremely favorable competitive position as compared with carriers having substantial investments in equipment devoted to for-hire transportation. Moreover, a carrier's inability to provide service except in equipment owned and operated by others *raises serious doubts as to its fitness and ability.* This is a matter which undoubtedly merits more consideration than it has heretofore received in passing upon applications for operating authority and for extensions of such authority.

"We further conclude that compensation for the rental of equipment based upon a percentage of the revenue earned with the equipment should be prohibited. This method of compensation leads the carriers which utilize owner-operated equipment to concentrate upon certain profitable traffic to the exclusion of other traffic. It certainly distorts the operating statistics of carriers which depend to a large extent upon equipment leased on that basis. We are persuaded also that it plays a large part in the practice of carriers which have extensive operating rights, but are unable or unwilling to provide service thereunder, of leasing such rights to others under the guise of equipment leases.

'Evasions and Violations'

"We find, upon consideration of all the evidence of record, that evasions and violations of the provisions of Part II of the act, and of our regulations prescribed thereunder, occur in the present practices of motor common and contract carriers of property that are subject to such provisions in augmenting their motor-vehicle equipment other than by purchase, and in interchanging equipment; that it is necessary in order properly to administer, execute and enforce such provisions and the regulations thereunder, that reasonable rules and regulations be prescribed governing the leasing and interchange of such equipment by such carriers."

Resist Waiver of Walsh-Healy Law

Workers in the canning industry now await a ruling of the Secretary of Labor on a request for exemptions to the Walsh-Healy Act made by the Department of the Army.

The Army has asked for exemptions to the overtime and minimum wage provisions of the act in public contracts. A hearing was held June 11 with the Army and the National Canners' Association lined up for the exemptions and the American Federation of Labor and a number of trade unions lined up in opposition to waiving the rules.

Under the proposed exemption overtime after eight hours and after 40 hours in any one week, and minimum wage payments, would be waived. The Army, represented by the Quartermaster General's spokesman, and the canners said they thought they could make greater contributions to national defense by eliminating overtime and minimum wage provisions.

The labor spokesmen included the AFL, Meat Cutters, the International Brotherhood of Teamsters and some of its affiliated locals. The Teamsters were strongly represented by Louis Harkins and Edward Benjamin, of the National Cannery Conference.

The industry position was blasted by labor representatives, who pointed out that workers in the canning industry are among the nation's lowest paid and are least able to be taken from the protection of Federal statute, particularly during the critical high cost of living period in which we are living.

In addition to direct representation the Wage and Hour and Public Contracts Divisions of the Department of Labor, which has jurisdiction of Walsh-Healy enforcement, had received a substantial number of telegrams and messages of protest from labor unions against the requested exemptions. Randall Grimes, Deputy Wage-Hour Administrator, presided at the hearing.

Dairy Group Studies Problems

WAYS and means of improving contracts and working conditions in the dairy industry and problems of wage improvement under current regulations were the chief topics of discussion at the 1951 Mid States-East Coast Dairy Employees Conference which met in Washington, D. C., June 8-9.

More than 125 registered delegates from the U. S., including three from Canada and a half dozen from the West Coast, and 50 visitors, members of other Teamster conferences, attended the two-day session.

Following the address of welcome by Robert Lester, president of Joint Council No. 55, the delegates heard

—Nathan F. Feinsinger, member of the Wage Stabilization Board, discuss problems of wage increases under the present wage rules;

—Daniel J. Carey, Assistant to the Secretary of Agriculture, outline the importance of better relations between dairy employees and the Department.

—Frank Tobin of the International Office, discuss relations with

East Coast Dairy Employees' Conference Meets

In Washington, Ponders Ways to Improve Wages

Under Current Regulations; 125 Delegates Attend

Government wage and regulatory bodies;

—Senator Brien McMahon of Connecticut, speak on the Far East-General MacArthur inquiry;

—J. Albert Woll, AFL and Teamster counsel, discuss recommendations of the American Federation of Labor for revision and extension of the Defense Production Act;

—Representative John J. Shelley of California, plead for more interest and activity on the part of trade unions in the affairs of Congress;

—Floyd L. Whittington, field price officer of the Office of Price Stabilization, emphasize the importance of fighting inflation;

—reports from various delegates on progress and problems in their particular areas.

In addition to the speeches and discussions the conference elected officers for the coming year. Gene

Larson, president, who resigned several weeks ago to become dairy industry price executive in the Northwest, was succeeded by Eugene R. Hubbard of Washington, D. C. Russell Elmer, Cleveland, Ohio, was elected vice chairman and Frank Gillespie and Thomas Haggerty of Chicago were elected secretary and treasurer, respectively.

Three new additions were made to the policy committee: Joseph Cleary, Bridgeport, Conn., W. E. Thompson, Syracuse, N. Y., and William Kennedy, Mt. Vernon, N. Y. Other members of the policy committee are: John Bachus, Philadelphia, Pa., Pat Burke, St. Louis, Mo., Dan Deheck, Des Moines, Iowa, Bronson Gilbert, Detroit, Mich., Arthur Johnson, Milwaukee, Wis., Mathew Maloney, Boston, Mass., Lawrence McGinley, Newark, N. J., and the officers, Messrs. Hubbard, Elmer, Gillespie and Haggerty.

Two major resolutions were adopted. One, at the request of the wholesale and warehouse conference, was directed to resisting exemptions of the Walsh-Healy Act in matters pertaining to food handling. The conference telegraphed the Wage-Hour Bureau of the Department of Labor asking for an extension of time on the hearings in order that a full presentation by Teamsters might be made. The second resolution concerned the fight on inflation and asked that the recommendations of the AFL be adopted by Congress.

Public Member Feinsinger of the Wage Stabilization Board explained some of the problems and difficul-



Daniel J. Carey, Department of Agriculture (left), addressed the Dairy Conference. Robert Lester, Joint Council No. 55 (center), welcomed the delegates and Al Dietrich (right), international organizer, spoke briefly to the meeting.

ties facing that agency in working out equitable wage adjustments. He said that in his opinion "it is unrealistic to assume that wage rates are not going to be related in some fashion to the Consumer Price Index. The question is *how* that relation is to be effected." He pointed out under the so-called 10 per cent formula wage hikes within the 10 per cent limit can be granted without Board approval.

He discussed the January, 1950 base period and cut-off date and said that a major question "should the January, 1950 base date for calculating increases be maintained, or should consideration be given the date of the last contract?" The Board is working on the problem now, he said—and incidentally, he observed that the Board has a backlog of 3,000 cases and more than 100 a day are coming in for consideration.

In answer to the question of the policy on commission workers' pay increases, Feinsinger said that top staff experts are working on that problem. He also said that the disputes authority of the Board is limited and would not likely be expanded unless there is a shooting war. He said that the Board in



Senator Brien McMahon (Dem. Conn.) was the banquet speaker at the 1951 Dairy Conference in Washington.

shaping its policy had two over-riding goals in view—"a program solid enough to keep down inflationary pressures, yet flexible enough to preserve the democratic values and freedoms we are determined to protect."

The appearance of Daniel J. Carey, Assistant to Agriculture Secretary Charles F. Brannan marked a pioneering effort in the Dairy Conference to acquaint members with the importance and relationship of the Department's work and the welfare of milk wagon drivers

and other dairy workers. He explained that the Department, by mandate of Congress, attempts to stabilize the dairy marketing structure through regulatory programs. He pointed out that minimum prices are set only at the producer, not the distribution or retail levels.

In discussing the new trends in the industry, Carey said that the "tendency of industry to store large quantities of products in the production area rather than in the area of consumption" was a significant development of importance to Teamsters. Adjustments in transportation and labor supply in the production areas will become necessary, it was indicated.

Referring to the main marketing aids, programs and facilities, Carey said, that "our agricultural marketing programs are stabilizing programs and in this stabilization process labor is insured a steady and adequate supply of the product to handle. Had not this development occurred, labor would never have been in the bargaining position it now holds."

The speaker pointed out the relationship between the program aiding the producer and the programs which dairy workers would carry



DAIRY CONFERENCE POLICY COMMITTEE—Front row (left to right)—Thomas Haggerty, Chicago; Frank Tobin, International Office; Bronson Gilbert, Detroit; Eugene Hubbard, Washington, D. C. newly elected chairman; and Frank Gillespie, Chicago. Back row—J. Albert Woll, AFL general counsel; Russell Elmer, Cleveland; Matthew Maloney, Boston; Jack Backhus, Philadelphia; Lawrence McGinley, Newark, and Maurice De Lorenzo of New York substituting for an absent member. Joseph Cleary, W. E. Thompson and William Kennedy were not present when the photograph was made.

out and said that "Labor should keep in mind the implementation of this process and bear in mind that farmers are not only the creators of new products, but also large consumers of food and industrial goods."

The Agriculture Department representative also called attention to the efforts of the agency in seeking to obtain through the National Production Authority adequate allocations of steel and other scarce materials for production and manufacturing processes in the dairy field and said that a recommendation had been made for a more satisfactory method of determining milk ceiling prices, if such a ceiling is necessary under the Defense Production Act.

General Counsel Woll explained the series of AFL recommendations submitted to Congress by President William Green and said that the basis of the recommendations is equality of sacrifice by all major groups in the economy. He described in detail the seven-point program submitted by Mr. Green.

Excerpts from the address of Thomas B. Gillmore, Chicago employer group counsel, appear elsewhere in this issue of THE INTERNATIONAL TEAMSTER.

Regulations Discussed

Frank Tobin who had worked with Eugene Hubbard in planning the Washington conference spoke to the delegates about wage and reg-

ulatory problems in general. He referred specifically to efforts made by him in seeking to have the Trucking Commission established within the Government framework. He said that the efforts have been made by the Teamsters on behalf of the union and the American Trucking Associations. When it became apparent that little if any work had been done by the trade association, the Teamsters' efforts were temporarily suspended, the speaker said. As of the time of the conference, Tobin told the delegates, the ATA was making inquiries and hoped to have some information ready for its late June conference. As any steps are taken to establish a Trucking Commission similar to the one operative in World War II, all members would be advised, Tobin said.

The conference banquet was held Friday night with Senator Brien McMahon of Connecticut as the speaker. Introduced as "Senator Atom" by Delegate Joseph Cleary of Bridgeport, because of McMahon's leadership in atomic energy affairs and his position as chairman of the Atomic Energy Commission Committee, the Senator devoted his address to foreign affairs and the MacArthur hearings.

McMahon said that he "wanted to set the record straight" on a few things including Yalta, the downfall of Chiang Kai-Shek, Far East policy, firing of General MacArthur, and civilian supremacy over the military. The Senator said that at Yalta the Russians were given nothing they could not take. He criticized the Chiang

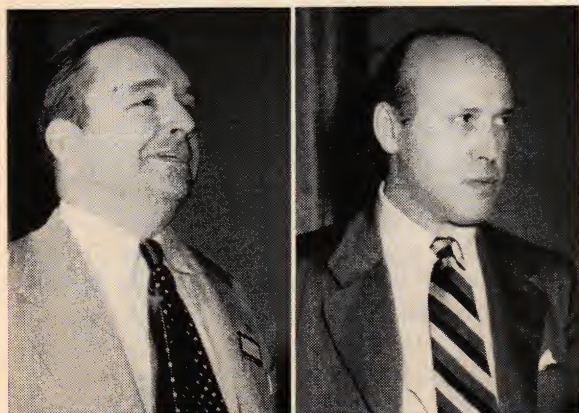


Reports were made to the conference by Matthew Maloney (left) of Boston and Russell Elmer of Cleveland.

regime for its corruption and departure from early ideals of betterment of the Chinese people. He said that Congress had a bipartisan policy in China and that General George C. Marshall had come to the House and Senate Committees before and after his trip to China to report and advise with the members. He pointed out that current hearings were developing the truth about the Far East and MacArthur. He commented on the MacArthur attitude as a theatre commander and ridiculed the idea that the General "did not know why he was fired." The Senator made a strong plea for civilian supremacy and a global view of America's obligations and said that this nation must give the world moral leadership. He contrasted this program of moral leadership buttressed by strong defenses against the MacArthur program of "plunging this nation into war on the land mass of China."

Progress Cited

During the two-day sessions reports and comments were presented by a number of members. Al Dietrich, international organizer, said that the conference had made much progress, but still had far to go. Cliff Frederick of the International Research and Statistical Office, said the economic situation was sharply disturbing and John H. King, a general organizer, commented on the relations with the National Farmer



Eugene Hubbard (left) Washington, D. C. was elected conference president. Nathan P. Feinsinger (right), wage stabilization board member, addressed the meeting.

Labor Union (AFL) in organizing.

Frank Murtha of the Southern Conference of Teamsters reported on problems in the South and reported a gain of members and Don Hancock, international representative, discussed the problems of the cooperatives in the Mid-West. The problem of commissions was discussed by a number of the delegates. The health and welfare situation in the Boston area was described by Matthew Maloney.

Peter J. Hoban, president of No. 753, Chicago, described the wage increase situation in Chicago and efforts of the union which won results. The Chicago pension plan of No. 753 was described by Alvin Richards and William J. McNulty.

In the Saturday session the OPS representative, Floyd L. Whittington, spoke on the dangers of inflation and pointed out that the decline of the dollar was jeopardizing future pension plans. The dollar in 1939, worth 98.8 cents is now worth only 54.3 cents in terms of purchasing power, he said.

Rep. Shelley Speaks

Congressman Shelley said that labor should play a greater role in defense agencies and that trade unionists should be more active and alert politically.

The Sunday delivery program was discussed by Louis J. Russo of Albany and the secretary and treasurer reports were given by Frank Gillespie and Thomas Haggerty. Gillespie's resignation as conference secretary was declined by the conference.

Beautifully embossed scrolls were shown to the conference by W. W. Martin. The scrolls will be presented to the widows of Thomas O'Leary and Richard O. Jackson, deceased milk wagon driver members. The scrolls were voted at the October conference.

William Franklin of the Western Conference described West Coast problems and indicated that the canned whole milk process known as "Med-o-Milk," now in operation

Teamster Vice President Dies

G. Frank Weizenecker of Cincinnati Was Crusader for Cause of Laundry Drivers and Other Union Members

G. Frank Weizenecker, eighth vice president of the International Brotherhood of Teamsters, and president and business representative of Local No. 181, Cincinnati, since its establishment in 1919, died on June 3 at the age of 59. (See *General President Tobin's remarks on Brother Weizenecker's passing*, page 5, this issue.)

One of 14 children, Brother Weizenecker won his way to high position in Cincinnati after starting at the very bottom of the economic ladder. His first job was as an apprentice music engraver. He gave this up when he found he had no talent for this specialized work. After venturing into several fields of endeavor he became a laundry driver for the old Hill Top Laundry. Hours were long, working conditions were poor and the salary was pitifully low. After many struggles and setbacks the Laundry



Bro. Weizenecker

and Linen Supply Drivers Union, Local No. 181, was chartered in 1919. Brother Weizenecker was elected its president and business representative, an office he retained, without opposition, for 35 years.

During the spring of 1943 he was instrumental in reviving a defunct Joint Council and was elected its president. He labored long and hard to bring unity to this group of organizations, always impressing upon its delegates the need for fair play and square dealings.

His reputation as a "square shooter" and his loyalty to the International Brotherhood of Teamsters was recognized by the International Office, which appointed him on June 15, 1948, as a general organizer. However, his dislike of traveling and the frequent separations from his family and friends which the position entailed, prompted him to resign in December. He was immediately appointed an International Trustee and served in that capacity until his elevation to the office of ninth vice president on April 4, 1950. He later became eighth vice president.

in Everett, Wash., may prove to be a threat to the entire method of retail distribution of milk. The new process was the subject of considerable discussion with many of the delegates pointing out objectional features.

Gene Larson, now OPS dairy price executive for the Northwest, spoke briefly and was given an ovation by the members. On motion of President Jack Moore, No. 924, Cumberland and seconded by that local's secretary, Joseph Garlitz, the conference voted to make Larson an honorary member of the Policy Committee.

Dave Kaplan, economist of the International, said that the dairy

drivers' group faced difficulties in getting equitable wage adjustments under the new regulations and Russell Elmer of Cleveland outlined threats of a large Akron dairy operation which is impairing retail sales. Howard Haines of Louisville indicated that his local was making good progress. Thomas Lees, D. J. Buchanan and William Church, Canadian delegates, reported on activities in their area. Cooperation and exchange of information are mutually helpful between Canadian and U. S. dairy locals, the speakers said.

The fall meeting of the dairy conference will be held in St. Louis, Chairman Hubbard announced.

What's Ahead for Milk Routes?

THOMAS B. GILLMORE, general counsel for the Associated Milk Dealers, Inc., Chicago, Ill., addressed the 1951 session of the Mid States-East Coast Dairy Conference at Washington, D. C., June 9. Space limitations prevent reproducing his entire speech, but the following represents the greater part of the address as given before the Washington conference:

I am going to cover as well as I can two quite diverse points. The first will be in the nature of a complaint which I think should be registered with a group such as this, when it permits a major aspect of an industry in which it has so much at stake to proceed through public hearings, under governmental regulation, based on Federal law, to go on practically unnoticed. What I am talking about is the seeming failure of the Union representatives to take any interest whatsoever in the establishment and operation of the so-called Federal Milk Marketing Orders issued by the Secretary of Agriculture under the authority of the Agricultural Marketing Agreement Act of 1937.

These orders are now, or soon will be, in effect in almost every major milk market in the country from Seattle to Boston and New York, from Boston to Washington, D. C., back through New Orleans and St. Louis, Chicago, Milwaukee, Minneapolis. Some 41 markets are now covered and the program is being expanded every month.

I recently read in one of the trade magazines that requests for orders are being received at the Department of Agriculture at the rate of two each week. Indeed, except for San Francisco, Los Angeles and Pittsburgh, it is hard to think of any major population area that is not now either subject to such regulation or where such regulation is not now in process of formula-

Representative of Milk Dealers' Association

Paints Troubled Picture for Future of Home

Milk Delivery, Warns Union's Help Is Needed

tion, and even in those areas I am sure there are groups considering the advisability of such procedures. These orders regulate and fix the minimum price which the milk dealer must pay the farmer for his milk and this price not only varies from month to month according to formulae incorporated in the orders but also varies with the use of the milk. More must be paid for milk sold from the routes as milk than for milk used to make butter, cheese or evaporated milk. By a complicated pooling of prices, all farmers delivering milk to the same dealer receive the same price for their milk, and in many markets all farmers delivering milk to the market receive the same price, regardless of which particular dealer the milk is delivered to.

Firm Until May

Under our Federal Milk Marketing Order the price of milk to the farmers holds quite firm from early fall through March but on May 1 a drop of 20c per cwt. is automatic and because of the operation of the formula in our order the decrease in prices ordinarily starts in April and by May 1 the drop in producer price exceeds that figure and often approaches 40 to 45c per cwt. Having in mind that there are 46 quarts of milk in 100 lbs. you will understand why the price at which the milk dealers of Chicago sell their milk has very often been decreased from a half cent to a cent a quart in late April or early May. The farmers are a well organized watchful group who believe that their interest in the milk industry is as strong or stronger than anyone

else and they would not like to contemplate a decrease in their price that was not passed on to the consuming public and yet we know that in many years the Union officers have honestly believed that the only reason the milk prices have dropped in the midst of contract negotiations is because the milk dealers were trying to substantiate their loud claims that the Union demands will cause a price increase. If labor contracts remained unchanged over a period of years you would see fluctuating milk prices in any milk market under Federal Regulation, indeed in recent years those prices would have tended upwards at a lower level on much the same trend as they have followed, as the organized farmers have strengthened the terms of those orders.

Full details of facts and figures on sales volume on any product, prices and sale trends are readily and easily available to anyone through the Market Administrator, the officer in each market who enforces the Marketing Order in effect in each regulated market.

The milk dealers in those markets are so aware of these readily available figures that there is no need to challenge their statements about sales volumes and sales trends and you people could, if you would, use this same information available at all times. Are sales of milk increasing or decreasing? Audited figures are available for the whole market. There need be, and can not be, any argument. Are cream and ice cream increasing or decreasing in sales? The precise facts are available on request. What about half and half

or 12 per cent, or call it whatever you will? You would be amazed at the volume of sales of such products in markets where their sale is permitted by law.

What is the proportion of wholesale and retail business? What are the vendors doing as to volume of sales? Has the volume on cottage cheese, chocolate milk, buttermilk and butter changed, and if so, in what respect and to what extent? Is the volume in these products increasing or decreasing? These facts and figures, verified by the Federal Government, are all published every month and tabulated for you month by month over the years.

Significant to Union

These are all points which can be significant in the future welfare of your members and your unions. Public hearings are held with some frequency where these and other subjects of real interest and concern are discussed in detail by dealers and farmers and their representatives and I have attended them not only in Chicago but in other cities, and yet no representative of any dairy union has ever done more from my observation than to come in, shake hands with a few of the dealers present, and leave as quickly as he gracefully could. I will admit that those hearings can be very boring, the testimony from economists and the Government people is often as dry as dust and without a background of some understanding of how Federal Orders work and what they are trying to accomplish, the peculiar jargon of the orders tends towards the incomprehensible. Furthermore, you will not be consulted and if you offer any testimony no one will pay much attention to what you say, any more than they do to the milk dealers, because you are not directly involved; they are pretty much Government - farmer affairs, but for anyone to ignore them who has a vital interest in the operation and welfare of the dairy industry is, in my opinion, a major mistake.

Be that as it may, however, my



THOMAS B. GILLMORE

" . . . milk dealers are concerned for the future . . . "

point here is that if the local union knew the terms and operational effect of the particular Federal Order regulating milk prices in its own jurisdiction much, if not all, of the time wasted in negotiation sessions arguing about conditions and trends in the sales volume in the market could be eliminated because there is no room for differences of opinion where the facts are known to both sides. Furthermore, in spite of what we say in negotiations, the bulk of the sales dollar is still disbursed to the farmer, who often complains of the complacent attitude of the milk dealers in his dealings with labor. It should be of interest to labor to know how and why the farmer gets his share.

I will digress only for a moment to mention that whereas a few years ago evaporated milk was the only important low-priced substitute for our products, now powdered milk is readily available and reasonably satisfactory for many uses where fresh milk was formerly used, and fresh and frozen concentrated milk in regular packages and canned fresh milk and cream substitutes are assuming importance, and the public is being told by medical and diet experts that all of these products,

together with cheese and butter, are just as nutritious sources of essential dairy foods as are the fresh fluid milk and dairy products sold from our routes. We can't over-emphasize fields of substitutes.

100 Per Cent Union

Speaking only of Chicago, we have an industry which is as close to 100 per cent organized as probably can ever be achieved. Our Milk Wagon Drivers' Union, Local 753 is about to celebrate its 50th anniversary. The Dairy Employees' Union Local 754, which covers the inside workers, is over 30 years old, and organization has been completed to the point where in large distributing branches, from which as many as 100 routes may be loaded and operated, the only non-union people on the premises are the manager and his assistant, and I am including everybody there; the switchboard girl, the bookkeeper, the janitor, as well as the mechanics, the engineer, the loaders and the drivers. Contract provisions are so refined and developed that our stock answer in negotiations to any argument from our unions about the wonderful provisions of some contract on job bidding or in some other city on pensions, or on any other item, has always been "Just bring in any other contract from the fluid-milk industry anywhere in the world and we will accept it and sign it without even bothering to read it, and tear up the contract we now have," and we mean it. My reason for dwelling on this is to hope to make you believe that we are not in any sense attempting to minimize what we know and believe are the proper interests of the unions with whom we deal. Those people in the fluid-milk industry in Chicago, if there ever were any, who hoped to operate without complete union representation of all of their employees in the field of employer-employee relationships, have long since departed from the field either by death or into some other business or area.

I think it can be accepted as a

fact by all of us here that, given a free choice, almost any milk dealer would prefer a business that is mainly a home-delivery business to any other type. The reasons for this are obvious. The home-delivered customer is the best customer. The salesman is there at the back door at each delivery, with an opportunity to make the personal contact that leads to more sales. The dealer, through the route salesman, has this direct contact with the ultimate consumer. Dissatisfaction can be anticipated and avoided. Loss of a customer, while always painful, is not so distressing on a retail route as it can be where that lost customer is a large store or, as we have seen in Chicago, even the largest of chain store organizations in the area, and the loss of the customer results not from consumer decision but from change in financial control of the outlets.

Andrew Carnegie is supposed to have said that the way to succeed is to have all of your eggs in one or two baskets and then spend your time watching the baskets. No milk dealer I have ever met would agree with that great business operator. In the milk business, all other things being equal, it would seem to be much better to have your eggs spread all over the area you serve, because then no one can run off with enough of your eggs at any one time to hurt you very much.

More Jobs

Retail home delivered business means more trucks, more men, steadier employment and regularity of pay checks, consistency of wages and earnings, similarity and regularity of working conditions throughout your membership, and all of the other things that make for solid and substantial unions. Going even a step farther, I have always believed that most of the consuming public would prefer to have milk delivered at its back door, except for the differential in price. Certainly that is true of the families with children, who make the most desirable cus-

tomers, for there you have some one home to receive the deliveries and the convenience of that type of service is most impressive to anyone who has put up with the inconvenience of carrying home milk and dairy products in the quantities in which they much be purchased for family groups. Where two groups must by the very nature of things have the same fundamental objective in this instance, the maintenance and encouragement of the home delivery business—and the customer probably prefers it that way—why must they struggle so over how to accomplish this objective?

Must Be an Answer

There must be an answer to this problem. We have argued about it and discussed it at such length in Chicago that I am sure both sides are temporarily exhausted of arguments. Believe me when I say that milk dealers believe in and want to preserve the home delivery business.

Yet we all know that for a period of years there has been a declining trend on a nationwide basis on the percentage of fluid milk delivered at the back door and, of course, an increasing trend in the percentage of milk sold through stores. Here is something which is occurring, continuing and extending itself contrary to the wishes and best interests of the employers, the employees and the customers.

Costs Increased

The milk dealers have believed and have argued that it results from an increase in unit delivery costs. Straight across the board wage increases can not be avoided, particularly during a period of rising prices bringing with them a rapid increase in the cost of living. What has been done in these respects has had to be done. Maybe it has been overdone, but the result has been to increase out of proportion the cost of home delivered milk as against the cost of store delivered milk. It has been said that a given cost increase of \$1 will fall

in the ratio of 4 to 1 on the retail route as against the store route. Certainly 3 to 1 is not an overstatement. Too many of these cost increases without offsetting economies, apparently lead inevitably to the establishment and maintenance of the store differential in price which, as we all know, is the beginning and source of trouble for the home delivered business. A 1 cent differential will influence some people to transfer their patronage to the store, 2 cents will increase their number, somewhere there is a figure which will move so many more customers that the maintenance of any real home delivery service becomes an economic impossibility.

Milk dealers have suggested many methods which in their judgment would accomplish the minimizing of the store differential and maintenance of the home delivery service. Many of their suggestions have been rejected by the Unions. For example, there is the question of load sizes, an obvious method of reducing unit delivery costs. I think it is bad for everybody when some milk dealers come to believe that the only answer to what they believe is the Union's failure to cooperate on solving the problems of home delivery, is to get out of that type of business entirely or to take off any route that does not carry a certain minimum load.

Increase Efficiency

This type of solution is quite unacceptable to many milk dealers and is certainly not one that the Unions can become reconciled to but there must be developed between the dealers and the Unions some methods for improving and increasing the efficiency of the retail operations to prevent further inroads from the stores, resulting from extension and enhancement of the differential. I know that up to this point the Unions have not welcomed the solutions suggested by the dealers, increased stress on selling ability, decrease in base pay and increases in commission com-

pensation, larger loads and curtailment of the frequency of delivery. It is only fair to also say that the inauguration of every other day service did not have the adverse effect on the retail business that many union people and many dealers feared. Many of those same people have now come to believe that the economies resulting from every other day delivery have been an important contributing factor in preserving as much retail as there now is.

The milk dealers are concerned for the future and perhaps their very concern has obscured answers to these problems which should be brought to their attention by the unions. Possibly you question the sincerity of the dealers. I do not think that there can be any basis for such doubts but they could be resolved by open, frank and honest discussions of this problems. Some answer, acceptable to both sides must be found or it seems that that part of the business and the jobs of your men which all of the interested parties regard the most highly will steadily decline and jobs decrease.

Urges Union Action

Why don't you take more interest in legislation adversely affecting the industry? Why does what appears to be union politics sometimes affect your relations with the employers? Why do some business agents appear to be obsessed with certain provisions of the contract or certain subjects under negotiation and completely disinterested in others? Why don't you lead the men that have elected you to office instead of letting them push you to the limit with unreasonable suggestions and demands? Why do some business agents agree with the dealers in private conversations and then take opposite stands at meetings? I don't know the answer to these questions any more than I do to my main question about the future of the home delivery service.

Beck Blasts Charges of "Private War" Between Trucks and Rails

THE trucking industry's campaign for a decent break in materials allocations is stirring up a lively controversy in transportation circles—apparent proof that the advertisements are hitting the target.

The Trucking Industry National Defense Committee has been publishing in key newspapers throughout the country a series of institutional information advertisements on the importance of trucking in defense. (See inside front cover for reproduction of one). An editorial in *Traffic World*, management periodical in the transport field published an editorial recently entitled "No Time for Private Wars" which drew a sharp and prompt rejoinder from the chairman of the industry committee, Executive Vice President Dave Beck. The committee is composed of labor, operators and manufacturers in the trucking industry.

Beck said that the editorial revealed "a bias and lack of understanding of the issues involved which is nothing short of amazing," and proceeded to set the record straight. He said that the trucking industry is not waging a propaganda war, but it is merely stating facts and that "We haven't started any war—and we have no desire to do

so. We recognize the importance of railroads to this country and we are not advocating that any materials allocated to them be redirected to the trucking industry."

"All motor transport wants," wrote Beck to *Traffic World*, is to be recognized officially as the vital transportation agency it is and to be allocated the materials it needs to build the equipment required for the efficient operation of our economy today and in the critical years that lie ahead. Highway haulage does not wish any special favors or extra benefits. On the other hand it does not want to be discriminated against."

After citing figures and economic data to support the statements made, Beck closed his letter saying, "We simply wish to impress upon all conscientious, fairminded, and patriotic citizens of this great country of ours—and particularly upon public officials to whom the people at large rightfully look for competent leadership—that so vital to our economy is the highway haulage industry—whether in peace or war—that all materials necessary to the building of needed trucks and trailers must be made available to manufacturers immediately—to the same relative extent that the railroads were provided for months ago."

Statistics Prove Importance of Motor Transport

Motor Transport moves—

- ★ 85% of our fluid milk.
- ★ 90% of all household goods.
- ★ 97% of all live poultry.
- ★ 63% of all new automobiles.
- ★ Fuel oil to 4,500,000 domestic fuel oil burners.
- ★ 66% of all freight tonnage—at one time or the other.
- ★ Everything grown on the farm.

Motor Transport employs more people than all other forms of transportation combined.

Reports of Teamster Progress

Canada Gears Itself For Defense Effort

By A. F. MacArthur
General Organizer

General conditions in Canada reflect ever increasing gearing up for the defense effort in line with commitments to the United Nations and Atlantic Pact. With such intensification has come the co-related problem of inflation as reflected by high cost of living and shortage of consumer goods, with the result that the Canadian worker in seeking relief, is more and more looking towards the International Trade Union movement.

Requests for organization where our craft is affected are continuously coming into our Local Unions and records of the various Provincial Labour Relations Boards will show Teamster Locals in the forefront of petitions for certification and union recognition. With such recognition and negotiations for wage increases it is demonstrated that by due orderly process of law, the only way economic justice might prevail is through membership with such a Union as the International Brotherhood of Teamsters.

Recently in Ontario a contract has been negotiated covering hydro construction employees which will ultimately bring into our Locals approximately one thousand new members. Such contract provides for wage increases covering drivers and warehousemen. Provision is also made for Union shop, check-off and liberalization of vacation and hours regulation.

It is anticipated that this will open the door to future contracts covering many thousands of workers engaged in hydro construction if and when the St. Lawrence deep waterway project becomes a reality. Ontario Hydro, which is under public ownership, is today undoubtedly the largest single employer of labour in the province.

A drive is also presently in progress in regard to wholesale grocery warehouses, particularly Loblaw Groceries, and there two thousand potential Teamster members affected. These are warehousemen and drivers. Company unions have dominated this field for many years and our Local No. 928 of Toronto is spearheading the campaign. It is to be hoped that success will be theirs in their endeavours.

Local No. 647, Milk Drivers and Dairy Employees, Toronto, with about two thousand members affected, after having long and protracted negotiations with their employers and with government intervention in the form of a Board of Conciliation which beclouded the issues by bringing down majority and minority

findings and recommendations, left the Local Union, after exhausting all possible channels, no other alternative but to engage in a work stoppage. The work stoppage lasted for two days and with the unqualified support of the International Union, was successfully terminated in the requests of the Union being met with. The strike was completely effective with not one quart of milk delivered to the homes or stores with the exception of course, of hospitals, nursing homes and deserving cases being looked after by the Union.

It is also anticipated that as an indirect result thereof, the last non-union dairy, namely Silverwood Dairies Limited, in the City of Toronto, and with about five hundred employees affected, may now be brought into the Union fold. A petition for certification is now being processed before the Labour Relations Board.

Fuel and Ice Drivers' Local Union No. 352, having got their agreements for the ensuing year out of the way with the 15-cent across-the-board increase, are at the present time busy in organizational efforts in the gasoline and fuel oil field. An agreement was recently consummated with one of the largest fuel oil companies in the city, namely, Rogers Coal Company.

Negotiations for a uniform agreement covering automotive truck-away operators in the Province of Ontario are expected to open in the immediate future covering a majority of employees in the industry. Our western Locals also find themselves at this moment definitely interested in this mode of transportation

because of development of a new method of hauling meat carcasses from the west, particularly the Province of Alberta, over United States highways into the Province of Ontario, and utilizing the same bottoms for the hauling back of automobiles from Ontario to Alberta and British Columbia.

In this particular regard, the assistance of the Detroit Joint Council and the National Truck-Away Conference will be invaluable.

In the Province of Quebec, Local No. 106 shows steady gains and is presently engaged in negotiations for their 1951 agreement with the Quebec Automotive Transport Association. Such negotiations have been protracted and are at a critical stage at the present time. It is to be hoped that they will be speedily consummated.

Further east, in the Province of Nova Scotia, the City of Halifax to wit, hard work on the part of the Local officials is being reflected in ever-increasing progress in the dairy, warehousing and other fields. Negotiations are contemplated for a uniform agreement affecting dairy workers in that area to start shortly. The Union has been certified as the bargaining agency for the majority of the employees in this field.

In Newfoundland, Locals in St. John's and Cornerbrook, in the face of considerable problems, are busily engaged in negotiations covering a substantial number of their membership.

Substantial, sound progress is being made and the foundation laid that I feel will reflect to the credit of the International Brotherhood of Teamsters.



A CONTRACT was recently signed in Canada between the Hydro Electric Power Commission of Ontario and the International Brotherhood of Teamsters. It is hoped the contract may be the foundation for an ever-growing mutual relationship between this great public body and the Teamsters. From left, the signers are: J. H. Easson, secretary of the Commission; W. Mills, president, Local 938; J. Dibblee, director of personnel; R. H. Saunders, chairman of the Commission; and A. F. MacArthur.



AFL leaders gather for official opening of annual Union Industries Show and get a helping hand from Governor Adlai Stevenson of Illinois and the show's "theme twins." Clipping the tape is AFL President Green. From his left: Governor Stevenson, AFL Secretary-Treasurer George Meany, Bakers' President Herman Winter, and General President Daniel J. Tobin.

Biggest Union Industries Show of All!

A GREAT and colorful spectacle came to a close in Chicago on May 26 when the curtain rang down on the AFL's annual Union Industries Show, designed to promote the use of the union label and to give Americans an idea of the immensely important part organized labor plays in our industrial life.

This year's great show was held under the stands of massive Soldier Field, scene of many epic sports and civic events in the nation's second city. In the nine days the show ran, an estimated million visitors viewed the 500 booths in which 85 AFL unions and their employers exhibited more than \$16,000,000 worth of goods and services.

Occupying a strategic position near the main entrance to the stands, was the outstanding exhibit of the International Brotherhood of Teamsters. A miniature city,

shown in relief, emphasized trucking's importance in the movement of goods and materials. As a backdrop, a nearly life-size figure of a truck, animated by turning wheels, was an eye-catcher which caused thousands of visitors to pause and "take in" the exhibit. Completing the pictorial display were large photographs of General President Daniel J. Tobin, Executive Vice President Dave Beck and Secretary-Treasurer John F. English. All three officials were visitors at the Show.

Green Opens Show

The spectacle was formally opened on May 18 when AFL President William Green snipped a ribbon stretched across the main entrance to Soldier Field. Appearing with him at the ceremony were Adlai Stevenson, Governor of Illinois;

George Meany, secretary-treasurer of the AFL; Daniel J. Tobin, president of the Teamsters; William Lee, president of the Chicago Federation of Labor and member of the Teamsters; Harry Bates, president of the Bricklayers; Herman Winter, president emeritus of the Bakers, and other AFL notables.

Raymond F. Leheney, secretary-treasurer of the Union Label Trades Department of the AFL, director of the Union Industries Show and a member of the Teamsters, was on hand to bid welcome to these and other prominent visitors, among whom were Secretary of the Army Frank Pace and Mayor Martin Kennelly of Chicago. Brother Leheney, who succeeded the late I. M. Ornburn in the important Union Label Trades position, was directing his first show and did an outstanding job. Aided by a competent staff

that worked long hours to handle the multitude of details connected with the running of the Show, Brother Leheney put on an event that will long be remembered in Chicago.

Numerous other exhibits, featuring skilled craftsmen at their trades, dotted the Show area. As in former years, the Potters had a notable booth that featured experienced workers using the potter's wheel to fashion dishes and ornamental display pieces.

Speaking of skilled craftsmen, a manufacturer of union-made billiard table equipment sponsored Willie Mosconi, world's pocket billiard champion, in daily exhibitions of his skill on a table near the Teamsters booth. Mosconi made many fabulous shots for the entertainment of visitors.

Another eye-catching exhibit was a carousel sponsored by the Bakers. Revolving as a merry-go-round, it had aboard artisans whose skilled hands showed the visitors how to make intricate icing decorations on a cake, and other "trade secrets."

The building trades occupied a special section at the Show. Many outstanding exhibits were on dis-



Ray Leheney, director of Union Label Trades Department, welcomes Secretary of Army Frank Pace to Soldier Field.

play, among which may be mentioned that of the Bricklayers. This oldest of craft unions brought 41 apprentices to the Show to compete for the title of 1951 apprentice king.

Some idea of the size of the Show can be conveyed in the fact that approximately 3,000 men and women were required to man the booths and exhibit areas.

Next year, the Union Label Trades Department will sponsor the Union Industries Show in Boston.

Maryland Has New Truck Weight Law in Force

Maryland has a new truck weight law as a result of the big battle in the last session of the General Assembly. The new law went into effect June 1.

Efforts to lower the single axle loads from 22,400 pounds to 18,000 pounds and to change the 44,800-pounds limit for tandem axles were defeated. Other rules were imposed by the new law, however.

Gross weight of any truck is limited to 65,000 pounds. Formerly there was no outside gross limit.

Penalties are determined by the degree of overloading—two cents a pound for the overload up to 5,000 pounds and if greater the penalty is six cents a pound for the entire overload.

The owner of the vehicle and his partner can be made a defendant in the overload case. Formerly the penalty was imposed against the driver alone.

An overloaded truck can be confiscated, even if it is not of Maryland registry and if the fine is not paid in 90 days, the truck can be sold.

A height limit of 12 feet 6 inches, except for auto haulways is set whereas under the old law there was no height limit.

Virginia Boosts Auto Insurance Rates

A general increase in insurance rates in many states is imminent, believe automotive men. The state of Virginia, acting through the State Cooperation Commission, has authorized new auto insurance rates.

Under the new scheme, increases for private passenger car owners will be 3.5 per cent and the boost for bodily injury rates 6.8 per cent. In the commercial field there is a 6.2 per cent boost in property damage rates but a decrease of that amount in bodily injury rates. New rates go into effect July 1.



General Secretary-Treasurer John F. English points out one of interesting features of the Teamsters' popular exhibit to General President Daniel J. Tobin.

Beck Addresses AMA Meeting, Urges Voluntary Health Plans

(Continued from page 14)

coverage for upwards of 180,000 members and their families. The sole purpose of our plan is to protect our members by seeing that funds are available to pay for medical care when the occasion arises. Free choice of doctors is the paramount feature of our plan.

I would never, under any circumstances, be a party to an arrangement of any kind whatsoever, which would deny to any man the right to choose the doctor he wishes to treat him in his hour of need and suffering. Nor would I refuse any man the right to name the medical practitioner in whose hands and skill he has the confidence to place the health, perhaps the lives, of his loved ones.

Great Responsibility

I believe that a tremendous responsibility rests upon all of us to see that we continue and expand and improve our Voluntary medical care program. No one can deny that the Voluntary plans are doing a magnificent job, but there is still much to do. I do not emphasize commercial health and accident coverage, or the Blue Shield or Blue Cross Plans, but any sound plan which is on a Voluntary basis, allowing free choice of doctors and hospitalization. I have noted, too, that the AMA has not recommended one over another, but believes in healthy competition between them. It is on the development of these plans that we must have the maximum cooperation from the medical profession.

This system of Voluntary health care is making a great record in this country. Let us continue the Voluntary way of doing things in America—it is our best protection against any compulsory way. It is com-

pulsion and interference with our individual freedom and initiative which lead to State control—dictatorship, Fascism, Communism. We want none of these in America. We will not permit any of these to take root in the profession of medicine.

I say to the American Medical Association: you have every right in the world to protect the interest of your members and to fight for the preservation of your profession. As you well know, I believe in unions. And you doctors have a pretty good union. I believe in organization—it leads to mutual exchange of ideas, knowledge and information and mutual protection. I believe in it for the laboring man and I believe in it for the doctor. I say to the doctor: join and support your organizations—locally and Nationally—and continue the fight for high medical standards, for your own self-preservation and against this monstrous evil of socialization. More credit and glory to you!

I am convinced, and American experience proves it beyond a doubt, that the medical profession can advance to its highest point of attainment in the service to the public only if it remains free and untrammelled. I am positive that the doctor, in the face of public need and in pursuit of the high ideals of his profession, will make use of his individual freedom, and of his individual ability and initiative, to advance as far as intelligence and skill will permit. He cannot attain those heights of professional achievement under a socialized or regimented system of medicine.

The crux of the issue, I repeat is: how can we bring adequate medical care within the economic grasp of every citizen in the land? The other phases of the medical

problem can be more readily solved—wider distribution of doctors, more clinics, more hospitals, more medical research, more preventive medicine—all of these are important and programs for their solution are progressing rapidly.

This problem of bringing medical care to all of the citizens of this country is one of the most pressing, and at the same time, most troublesome problems we have ever faced. It is difficult to solve because it involves two fundamental concepts which some say cannot be reconciled: first, free enterprise, the right of the doctor to practice his profession as a free man in a free society, and—second, the right of the people of the nation to have available to them and within their economic reach, all of the medical care and attention which are necessary to keep them in the highest state of health known to medical science.

No Insoluble Conflict

I deny that there is any insoluble conflict between these two concepts. We must reconcile them to solve our problem. We must find some plan whereby free enterprise is preserved and wherein the health of the nation is safeguarded and strengthened. Socialized or Federalized medicine is not the answer. The Voluntary way is the American way.

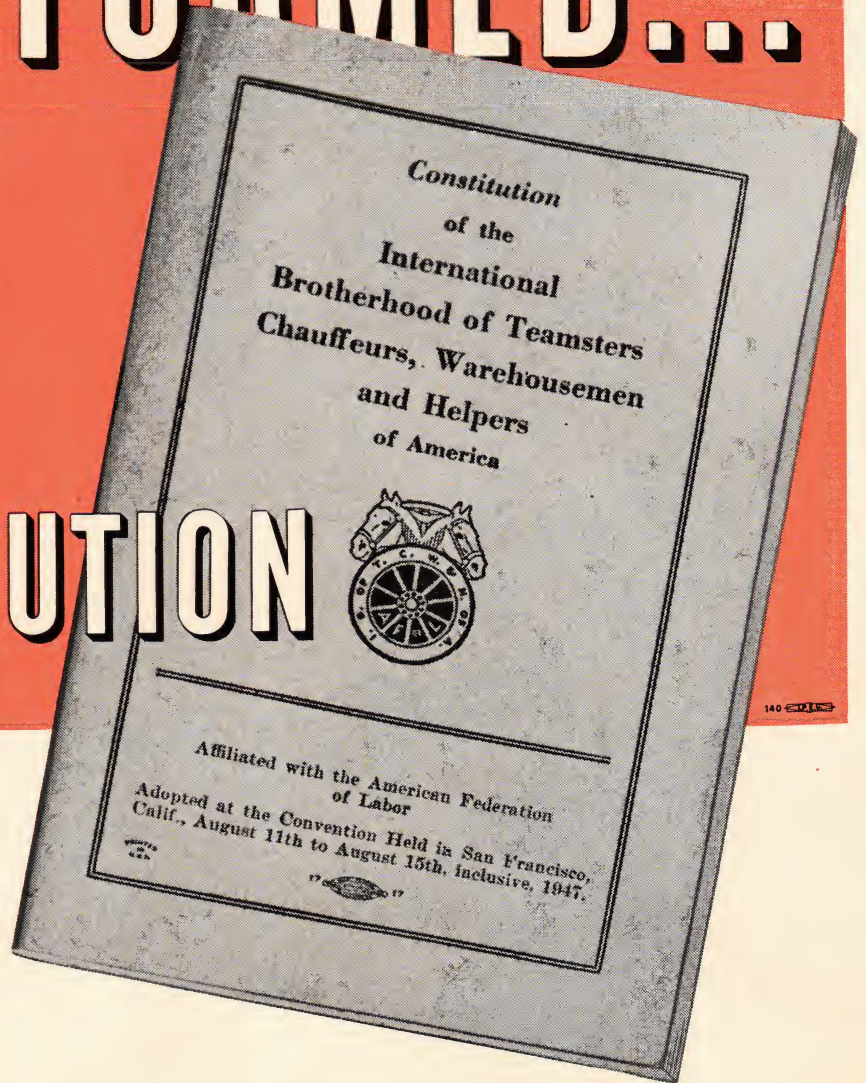
I believe in the maximum of liberty for all Americans, and in their right to rise to high levels of accomplishment, through their own skill, initiative and intelligence. I say that we have built this great nation through individual initiative and intelligence. We have made mistakes in the past—we will make them in the future—but let us never make the mistake of socializing the medical profession. We have been born as a great people and we will continue to thrive as a great people only under a system of free enterprise—free for the business man, free for labor, free for the doctors, and free for all of our people.

I thank you.

BE INFORMED....

**Know
Your**

CONSTITUTION



You cannot be sure of all your rights, opportunities, privileges and responsibilities as a trade unionist unless you are fully informed. You cannot be informed about your union unless you know its Constitution. Order your copy from your Local Secretary.

"... the welfare of the members of a craft can best be protected and advanced by their united action . . ."

—From the Preamble, I.B. of T.C.W.&H. Constitution

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